

**Utah Transportation Commission Meeting  
Agenda Fact Sheet**

**Meeting Date:** June 8, 2012

**Agenda Item:** 6B-1

**Subject:** 2013-2018 Draft STIP  
2014 Pavement Rehabilitation Program List & 2013 Pavement Preservation  
Program – Approval of Projects List

**Background:**

Approval of the recommended projects shown in the attached list to be included into the DRAFT FY 2013 – 2018 STIP.

- 2014 Programmed Pavement Rehabilitation Projects (Purple Book) List
- 2013 Programmed Pavement Preservation Projects (Orange Book) List (FYI)

**Exhibits:**

Recommended Projects List

**Commission Action Requested:**

Approval of the 2014 Pavement Rehabilitation Program List

**Prepared by:** Robert Pelly  
**Presented by:** Bill Lawrence

**Reviewed By:** Bill Lawrence  
**Date:** 05/29/2012

### Chokepoint Projects for Consideration FY 2015

Region	County	Route	B MP	Len	PIN	Project Location	Concept	Estimate	Year
1	Weber	89	408.3	0.4	10708	US-89; SR-203 Intersection Improvements	Construct Through Lane on US-89	\$ 5,000,000	2015
2	Salt Lake	15	303.5	1.7		2100 South to 3300 South	SB add capacity between 2100 South and 3300 Sou	\$ 3,000,000	
3	Utah	89&265	2.3	0.0	10690	US-89 & SR-265 Intersection	Triple Lefts on State St. to Univ. Pkwy.	\$ 1,500,000	
2	Salt Lake	15	289.6	0.6		I-15 Southbound under Bangerter Hwy	Add Lane	\$ 4,500,000	
2	Salt Lake	15	289.2	0.1		I-15 Southbound, Ramp to Bangerter Hwy	Add New Ramp Lane	\$ 1,000,000	
4	Sanpete	89	263.0	4.0	10463	US-89, Ephraim to SR-132, Pigeon Hollow	Passing lanes	\$ 3,500,000	
4	Iron	15	56.2	1.3	9951	I-15; South Cedar Interchange	Interchange improvements	\$ 7,750,000	

### Major Rehab Projects for Consideration for FY 2014 & 2015

Region	County	Route	B MP	Len	PIN	Project Location	Concept	Estimate	Year
4	Beaver	I-15	112.30	8.37	10390	I-15; Beaver to Manderfield	Pavement Rehabilitation	\$32.0	2014
1	Weber	I-84	81.04	0.44	10379	I-84; I-15 to PCC (SR-26)	Pavement Rehabilitation	\$4.0	2014
2	Summit	I-80	148.27	6.70		I-80; Silvercreek to Wanship	Pavement Rehabilitation	\$40.0	2014 & 2015
3	Utah	US-89	333.46	1.12	10136	US-89 (300 S); 700 E to 500 W	Pavement Rehabilitation	\$8.0	2014
3	Utah	US-89	334.57	1.02	10137	US-89 (500 W); 300 S to 800 N	Pavement Rehabilitation	\$4.0	2014
2	Salt Lake	SR-201	6.24	4.60	10470	SR-201; 9200 W to 5600 W	Pavement Rehabilitation	\$18.0	2014 & 2015

### FY 2014 Rehabilitation (Purple Book) Projects - Master PIN 10031 as of 4/11/2012

Region	County	Route	B MP	Len	PIN	Project Location	Project Location	Estimate	Year
1	Weber	104	0.59	1.91	9568	SR-104; I-15 to Wall Ave.	Dowel Bar Retrofit	\$ 3,300,000	2014
1	Box Elder	15	392.423	8.169	10697	I-15; Plymouth to Idaho	Dowel Bar Retrofit and Grinding	\$ 5,200,000	
1	Davis	15	331.531	3.202	10698	I-15; SR-232 to 200 South	Concrete Grinding and Slab Repair	\$ 2,000,000	
1	Cache	91	12.699	4.24	10699	US-91; Sherwood Hills to SR-23	Rotomill 3", 2" HMA, 1" Bonded	\$ 4,000,000	
1	Weber	89	416.463	0.945	10700	US-89; SR-235 to SR-204	Rotomill 3", 2" HMA, 1" Bonded	\$ 2,000,000	
1	Box Elder	13	5.368	1.871	10701	SR-13; I-15 to Bear River	Rotomill 2", 2" HMA, Chip Seal	\$ 3,200,000	
2	Salt Lake	68	59.168	1.638	9436	SR-68; I-80 to End PCCP	Grind and Repair	\$ 2,380,000	
2	Salt Lake	68	57.373	2.053	9807	SR-68; 2100 South to California	4" Mill, 3" Overlay, OGSC	\$ 3,910,000	
2	Tooele	80	102.53	10.249	10865	I-80; End of Asphalt to 6000 West	Grind & Repair	\$ 9,000,000	
2	Salt Lake	186	1.91	0.74	10867	SR-186; North Temple to 400 South	4" Mill, 3" Overlay, OGSC	\$ 2,250,000	
3	Utah	6	197	5.06	10217	US-6; MP 197 to MP 202.06 Skyview (Maint. Ch.)	Bituminous Pavement, Rehabilitation	\$ 4,570,000	
3	Utah	189	0.66	0.494	10220	US-189; End of Asphalt @ MP 0.66 to 900 S Provo	Concrete Grinding	\$ 140,000	
3	Utah	156	0	1.4	9976	SR-156; Jct. SR-198 300 S Spanish Fork to MP 1.4	Bituminous Pavement, Rehabilitation	\$ 3,780,000	
4	Carbon	6	239.404	3.922		US-6; West Price to East Price	3" Mill/Fill	\$ 4,075,000	
4	Washington	9	26.817	5.845		SR-9; Rockville to Zion Nat'l Park	3" Mill/Fill	\$ 3,200,000	
4	Millard	99	0.000	4.193		SR-99; Fillmore Main Street	2" Mill/Fill	\$ 2,746,000	
4	Emery	70	141.100	5.900		I-70; MP 141.1 to MP 147	3" Mill/Fill	\$ 9,475,225	
4	San Juan	191	61.940	9.520		US-191; Devil's Canyon to Monticello	Lane Level / Overlay	\$ 5,000,000	



# FY 2013 Preservation (Orange Book) Projects (Master PIN 10032)

Region	County	Route	B MP	Len	PIN	Project Location	Concept	Estimate	Year
1	Davis	89	395.79	1.31	10285	SR-89: Lagoon to Cherry Hills	Micro-Surface	\$ 1,200,000.00	
1	Weber	89	408.379	3.306	9557	SR-89: SR-203 (Harrison Blvd) to 40th Street	Chip Seal	\$ 1,100,000.00	
1	Weber	134	11.243	1.152	10202	SR-134: SR-126 to SR-89	Micro-Surface	\$ 450,000.00	
1	Cache	89	470.551	10.345	10210	SR-89: Right Hand Fork to Tony Grove	Chip Seal	\$ 900,000.00	
1	Weber	203	0	6.137	10206	SR-203: SR-89 tp SR-39	Micro-Surface	\$ 1,900,000.00	
1	Weber	134	0	11.243	10201	SR-134: SR-37 tp SR-126	Chip Seal	\$ 1,500,000.00	
1	Box Elder	315	0.821	0.939	10380	SR-315: I-15 to SR-89	Chip Seal	\$ 300,000.00	
1	Weber	39	7.713	6.079	9558	SR-39: SR-203 to SR-158	Chip Seal	\$ 1,200,000.00	
1	Weber	53	1.625	0.324	10297	Lincoln to SR-89	Micro-Surface	\$ 250,000.00	
1	Weber	53	0	0.939	10205	SR-53: I-15 to A Avenue	Micro-Surface	\$ 400,000.00	
2	Summit	80	143.067	2.111		I-80: High UTE to Fire Station	1" Mill/OGSC	\$ 2,900,000.00	
2	Salt Lake	215	19.506	3.272		I-215: SR-201 to North Temple	Grind & Spall Repair	\$ 4,500,000.00	
2	salt lake	171	9.43	1.301	9688	SR-171 (3300 South): 700 W. to State St.	Micro-Surface	\$ 475,000.00	
2	Salt Lake	171	8.022	1.408		SR-171 (3300 South): Redwood Rd to 700 West	1" Mill/OGSC	\$ 1,310,000.00	
2	Salt Lake	71	18.276	4.189		SR-71 (700 East): 3300 South to 400 South	1" Mill/OGSC	\$ 4,400,000.00	
2	Salt Lake	89	378.552	1.329	9687	400 S State to 900 W and 300 W 400 S to North Temple	Micro-Surface	\$ 1,210,000.00	
2	Tooele	138	12.209	12.209	8.235	Sheep lane to SR-36	Micro-Surface	\$ 1,075,000.00	
2	Salt Lake	89	374.73	3.822	10437	SR-89 (State St): 3000 South to 400 South	1" Mill/OGSC	\$ 3,700,000.00	
3	Utah	6	9.9 & 184	19.3	10074	US-6; Chip Seal 2 Locations	Chip Seal	\$ 2,080,000.00	
3	Wasatch	113 & 40	0 & 18.08	13.04	10077	Chip Seal 2 Locations in Wasatch Co.	Chip Seal	\$ 1,170,000.00	
3	Duchesne	40	86.80	10.90		East City Limits to MP 97.693	Chip Seal	\$ 860,000.00	
3	Utah	189	0.00	0.66		Begin SR-189 @ I-15 NB& SB Ramps	Rotomill OGSC & BWC	\$ 540,000.00	
3	Duchesne	121	34.43	5.86		SR-121: MP 34.43 to Jct. US-40 & US-191	Chip Seal	\$ 580,000.00	
3	Utah	75 & 198	0 & 3.34	7.98		Micro surface 2 Locations Springville & Payson	Micro Surface	\$ 1,150,000.00	
3	Utah	40	7 & 168.65	21.74	10078	Chip Seal 3 Locations in Uintah Co.	Chip Seal	\$ 2,060,000.00	
3	Utah	40	5.21 & 121	26.25		Chip Seal 2 Locations in Uintah Co.	Chip Seal	\$ 2,690,000.00	
3	Utah	198 & 112.11 & 0.77	6.839			Chip Seal 4 Locations in Utah Co.	Chip Seal	\$ 620,000.00	
3	Utah	89	84.57 & 2.6	2.38		BWC 2 Locations in Utah Co.	Rotomill OGSC & BWC	\$ 1,550,000.00	
3	Juab	132	19.94	5.65		MP 20.00 to MP 25.59	Chip Seal	\$ 540,000.00	
4	Various	70	Various	N/A		I-70: Rest Areas on I-70	Chip Seal	\$ 750,000.00	
4	Millard	15	173.26	5.93		I-15: South to North Holden	Micro-Surfacing	\$ 1,325,000.00	
4	Iron	15	82.56	11.893		I-15: Paragonah to SR-20	Micro-Surfacing	\$ 2,425,000.00	
4	Iron	15	94.453	3.627		I-15: SR-20 to Fremont Wash	Micro-Surfacing	\$ 1,050,000.00	
4	Sevier	70	17.737	31.213		I-70: Belknap Interchange to Sigurd	Concrete Perseveration	\$ 1,807,500.00	
4	Sevier	70	56.73	6.6		I-70: Salina to Gooseberry	Chip Seal/LL	\$ 1,650,000.00	
4	Carbon	6	228.225	2.895		US-6: MP 228 to Utah RR Overpass	Chip Seal/LL	\$ 1,025,000.00	
4	Grand	191	129.957	6.773		US-6: SR-279 to Seven Mile Wash	Chip Seal/LL	\$ 1,280,000.00	
4	Kanab	89	37.81	8.23		US-89: Buckskin Gulch to MP 46	Chip Seal/LL	\$ 980,000.00	
4	Carbon	6	243.326	3.474		US-6: East Price to Wellington	Chip Seal/LL	\$ 910,000.00	
4	Iron	56	55.458	4.569		SR-56: Iron Springs to Airport Road	Chip Seal/LL or Micro	\$ 800,000.00	

2013

# FY 2016 Structures List

Region	County	Route	B MP	Len	PIN	Project Location	Concept	Estimate	Year
2	Salt Lake	186				SR-186, Parley's Way WB	Deck Replacement	\$ 4,000,000	2016
2	Salt Lake	186				SR-186 (Foothill Blvd) over I-215 - 3C-423	Deck Replacement	\$ 4,000,000	2016
2	Salt Lake	80				I-80 Ramp to I-215 SB - 3F-53	Scope being Developed	TBD	2016
2	Salt Lake	270				SR-270 EB, 900 South Connector over 200 West & West	Bridge Rehab	\$ 1,500,000	2016
3	Utah	265	3.96			Structure 2F-261, SR-265, EB West of University Ave	Rehabilitation	\$ 750,000	2016
3	Utah	265	3.96			Structure 4F-261, SR-265, WB West of University Ave	Rehabilitation	\$ 750,000	2016
2	Salt Lake	89				SR-89 Ramp Bridge to I-15 NB - 1D-672	Bridge Replacement	TBD	CD For FY 2017
3	Utah	6	177.9			Structure C-678; Moark Jct Over R/R	Rehabilitation	\$ 3,000,000	CD For FY 2017
3	Utah	121	24.4			Structure D-801; Over White Rocks Canal	Replacement	\$ 900,000	FY2012 - Design Only

# FY 2013 Safety Projects List

Region	County	Route	B MP	Len	PIN	Project Location	Concept	Estimate	Year
2	Salt Lake	111	3.50	2.00	10560	SR-111 (MP 3.5-5.5)	Widen Shoulders with HMA and UTBC	\$ 450,000	2013
2	Summit	266	Various	Various	9612	SR-266, SR-152 & US-40 Various Locations	Installation of median cable barrier	\$ 1,500,000	
2	Salt Lake	89 & 71	Various		10561	US-89 and SR-71	Construct Median Islands	\$ 350,000	
4	Washington	17	3.95	0.12	10566	SR-17 (MP 3.95 - 4.07)	Construct replacement of Texas Turndowns, relocate quadrail, add signing and delineation	\$ 100,000	
4	Kane	89	73.00	5.00	9606	US-89 (MP 73 - 82)	Guardrail and Barrier	\$ 450,000	
4	Various		Various	Various	10567	Region 4 Rumble Strips Various Locations	Rumble strips at various locations - Phase 2	\$ 400,000	
4	Sanpete	116	0.40	0.01	10571	SR-116 at Race Track Ln (MP 0.4)	Construct EB right turn decel lane and WB left turn decel lane at Race Track Road	\$ 360,000	
4	Sanpete	28	5.49	0.01	10568	SR-28 (MP 5.45) at Fayette Rd.	Construct NB left turn decel lane and SB right turn decel lane	\$ 40,000	
4	Washington	59	11.00	7.00	9607	SR-59 (MP 11 - 18)	Flatten shoulders and improve side slopes	\$ 50,000	
4	San Juan	163	0.00	42.00	9608	US-163 (MP 0 - 42)	Construction of signing and marking improvements (signs, delineation, etc)	\$ 50,000	
Statewide		Various			10573	Statewide: Crash Data Analysis	Crash Data Analysis	\$ 500,000	
Statewide		Various			10572	Statewide: 10% Flex Safety Campaign	10% Flex Safety Campaign	\$ 1,100,000	



**Utah Transportation Commission Meeting  
Agenda Fact Sheet**

**Meeting Date:** June 8, 2012

**Agenda Item:** 6B-2

**Subject:** DRAFT FY 2013 – 2018 STIP – Release for Public Comment

**Background:**

Approval to release the **Draft FY 2013 – 2018 STIP**, out for public comment.

- The *Draft* 2013-2018 Statewide Transportation Improvement Program (STIP) has been prepared and summarized to reflect guidance and suggestions resulting from the April Commission Workshop.
- Upon approval to release, notice will be given in local newspapers, and the Draft will be placed on UDOT's website [www.udot.utah.gov](http://www.udot.utah.gov) (select the "Inside UDOT" tab, then "Systems Planning and Programming", and then topic #17 "Statewide Transportation Improvement Program"). The Draft STIP will be available both by County and Region, as well as provide a place for review and comments.
- This will be brought back to the Transportation Commission for approval in August, along with any comments received.

**Exhibits:**

DRAFT FY 2013 – 2018 STIP

**Commission Action Requested:**

Approval to release the Draft FY 2013 – 2018 STIP for public comment

**Prepared by:** Robert Pelly  
**Presented by:** Bill Lawrence

**Reviewed By:** Bill Lawrence  
**Date:** 05/29/2012

**Utah Transportation Commission Meeting  
Agenda Item Fact Sheet**

**Commission Meeting Date:** June 8, 2012

**Agenda Item #:** 7

**Agenda Item Title:** R918-06, Maintenance Responsibility at Intersections, Overcrossings, and Interchanges between Class A Roads and Class B or Class C Roads

**Presented by:** Ahmad Jaber

**Background:**

In general, the Utah Department of Transportation is responsible for the maintenance of all state roads (Class A), including roadside features associated with those roads, except as otherwise delineated in state law. Likewise, county and municipal governments are responsible for roads under their jurisdiction (Class B and Class C, respectively). Where state roads intersect with roads under local jurisdiction, confusion sometimes arises regarding the maintenance responsibility for specific features at those locations. This Rule is intended to clarify which jurisdiction has responsibility for which elements at those locations, and to address the large majority of such situations.

This draft Rule was developed as a joint effort between the Utah Department of Transportation and the Joint Highway Committee, and is now in a form that is acceptable to both.

**Exhibits/Handouts:** Draft Rule

**Audio/Visual:**

**Commission Action Requested:**

☒ For Information/Review Only  
☐ For Commission Approval

Motion Needed for Approval:

**Fact sheet prepared by:** Lloyd Neeley

**Fact sheet reviewed by senior leader:** Ahmad Jaber

**Date submitted:** 5-24-2012



## **Administrative Rule Amendment Analysis**

### **R918-6. Maintenance Responsibility at Intersections, Overcrossings, and Interchanges between Class A Roads and Class B or Class C Roads.**

#### **Purpose of the rule or reason for the change:**

If adopted, this will be a new rule. The purpose of the rule is to assign maintenance responsibility between UDOT and the local government entity for roadway and roadside features at the intersection of state and local roads, including grade-separated interchanges, overcrossings, undercrossings, and at-grade intersections.

#### **Summary of the rule or change:**

This rule is designed to clarify responsibilities for maintenance of specific features at intersections of state and local roads. UDOT and the various municipal and county governments have always worked in a cooperative manner to take care of maintenance at intersections, but there has been inconsistency in the application of some maintenance activities, and confusion regarding responsibility. This rule seeks to establish better consistency throughout the state, and eliminate confusion where possible. The rule does encourage, however, written agreements between the jurisdictions involved where circumstances or geometry may be unusual or where localized deviations from the rule make sense for the traveling public. Most routine maintenance activities are addressed, including signals, park strips, sidewalks, pedestrian ramps, curb and gutter, pavement, islands, striping and messages, lighting, signs, crash cushions, sweeping, graffiti, cattle guards, weed control, landscaping, drainage facilities, and structure maintenance.

#### **Aggregate anticipated cost or savings to:**

##### **A) State budget:**

A net cost increase to the State budget of \$120,000 is anticipated, due to:

- Pavement Messages: \$150,000 annual increased cost to UDOT, because UDOT will now be responsible for STOP bars and crosswalks on the local legs of signalized intersections. (See detailed analysis on the next page.)
- Pavement Maintenance: (\$20,000) annual savings to UDOT, mainly because the local governments will be responsible for pavement maintenance underneath bridges.
- Signs: \$20,000 annual increased cost to UDOT for replacement and repairs of STOP and YIELD signs facing traffic on local streets, and for UDOT accountability for retroreflectivity of those same signs.
- Graffiti: (\$10,000) annual savings to UDOT, because local governments will be responsible for graffiti removal in areas that are better accessible to them.
- Landscaping: (\$20,000) annual savings to UDOT, because responsibility for most landscape maintenance will be shifted to local governments (apart from such maintenance that UDOT performs by agreement).

All other maintenance activities identified in the rule are unchanged, because the rule merely clarifies existing practice in those cases. It should be pointed out that there is no net increase in cost to the taxpayer, as costs are merely shifted between the State budget and the various local government budgets.

##### **B) Local government:**

A net savings to the combined budgets of municipal and county governments of \$120,000 is anticipated, for the same reasons listed above. Again, it should be pointed out that there is no net increase in cost to the taxpayer, as costs are merely shifted between the State budget and the various local government budgets.

##### **C) Small businesses:**

No effect to budgets of small business owners is expected, as this rule does not change anything with respect to them.

**D) Persons other than small businesses, businesses, or local government entities:**  
No effect to any other persons.

**Compliance costs for affected persons:**  
None.

**Suggested comments by the department head on the fiscal impact the rule may have on businesses:**

This rule will have no impact on business. It only clarifies responsibility for maintenance on intersections of public streets.

Please include an explanation above when describing whether or not there are cost or savings and fiscal impacts, i.e. "no costs or savings to state budget because . . ."

**Detailed analysis of anticipated UDOT cost increase due to pavement messages:**

UDOT currently is responsible for the maintenance of signals at 1080 signalized intersections statewide, all of which have at least one leg on a state road. Of these, about 70% (about 756 intersections) have one or more legs on a local jurisdiction road. At many of these locations (but not all – assume about 60%), the local government has traditionally maintained the pavement messages on the local legs, which responsibility will now fall to UDOT. Assume, therefore, that UDOT will be responsible for two additional legs at about 450 intersections (900 legs total). Assume further that on each of these additional legs, 12 messages are required on average. (On a five-lane road with shoulders, a crosswalk and STOP bar would represent 18 messages, but many of the roads in question have fewer lanes.) The current cost of a pavement message per year is \$14. Therefore the annual increase in cost to UDOT would be:

$900 \text{ legs} \times 12 \text{ messages/leg} \times \$14.00/\text{message} = \$151,200$

Which rounds to \$150,000 per year.



**R918. Transportation, Operations, Maintenance.**

**R918-6. Maintenance Responsibility at Intersections, Overcrossings, and Interchanges between Class A Roads and Class B or Class C Roads.**

**R918-6-1. Authority.**

Section 72-1-201 assigns to the Utah Department of Transportation general responsibility for the maintenance of the state transportation system, and directs the department to make policy and rules governing the same, in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act. Sections 72-3-102, 72-3-103, and 72-3-104 assign maintenance responsibility for Class A Roads (state roads), Class B Roads (county roads), and Class C Roads (city streets), to the state, counties, and municipalities, respectively. Section 72-1-208 directs the department to cooperate with counties and municipalities in the maintenance of highways and allows the department to provide maintenance services to them under terms mutually agreed upon. Section 72-3-109 delineates the division of responsibilities for state highways within cities and towns. Section 72-6-105 provides that the department may enter into written agreements with counties and municipalities for the maintenance of any highway.

**R918-6-2. Purpose and Background.**

(1) The purpose of this rule is to assign maintenance responsibility between the department and the local government entity for roadway and roadside features at the intersection of state and local roads, including grade-separated interchanges, overcrossings, undercrossings, and at-grade intersections.

(2) In general, the department is responsible for the maintenance of all state roads, including roadside features associated with those roads, except as otherwise delineated in state law. Likewise, county and municipal governments are responsible for roads under their jurisdiction. Where state roads intersect with roads under local jurisdiction, confusion sometimes arises regarding the maintenance responsibility for specific features at those locations. This rule is intended to clarify which jurisdiction has responsibility for which elements at those locations, and to address the large majority of such situations. Sometimes, however, unusual circumstances or geometry may render a logical division of responsibilities difficult. In those cases, formal agreements between the parties involved are appropriate and encouraged. The language in this rule was developed to encourage consistency regarding maintenance responsibilities between the department and local government. It is recognized the traveling public may benefit in some cases from deviations from the guidelines set forth in this rule to meet the capabilities and skills available individually at the department's maintenance sheds and/or local road departments. In such cases, Region Directors of the department and local officials should together evaluate the guidelines and deviate from them as necessary and as mutually agreed upon, to meet the needs of a specific situation. Open and frequent communication supported by a written agreement is strongly encouraged.

### **R918-6-3. Definitions.**

For the purpose of this rule, the following definitions apply.

(1) "Local road" means any road under the jurisdiction of any public entity other than UDOT. The entity may be a county, a municipality, or an agency of the federal government.

(2) "Overcrossing" means a grade-separated intersection where no access between the intersecting roadways is provided, and where the state road or interstate highway crosses over the local road.

(3) "Undercrossing" means a grade-separated intersection where no access between the intersecting roadways is provided, and where the state road or interstate highway crosses under the local road.

(4) "Grade-separated interchange" means an intersection where the state road or interstate highway and the local road are separated from each other by one or more structures, and where access between the two roads is provided by means of entrance and exit ramps.

(5) "At-grade intersection" means a surface street intersection that may be signalized or unsignalized, where one or more of the intersecting streets are state routes;

(6) "Department", or "UDOT", means the Utah Department of Transportation.

(7) "Full control of access", means access to adjoining land that is designated as no access or limited access by means of the right-of-way instrument.

### **R918-6-4. General Maintenance Responsibilities**

(1) Signal Systems. Maintenance responsibility for all signal systems on state roads, and components that are required for the functionality of those systems, belongs to UDOT. This includes detection and signing on the local legs of the intersection.

(2) Park Strips, Sidewalks, and Pedestrian Ramps. Maintenance responsibility for park strips and sidewalks, including that portion of pedestrian access ramps behind the curb, belongs to the local government. Replacement and upgrading as part of road improvement projects may be done by UDOT.

(3) Curb and Gutter. Maintenance responsibility for curb and gutter belongs to UDOT for state routes, and to the local government for local routes. UDOT responsibility on the local leg extends to the point of tangency of the curb radius.

(4) Snow Removal. Responsibility for snow removal from the roadway belongs to UDOT for state routes, and to the local government for local routes. UDOT is responsible for snow removal on ramps at interchanges on state routes.

(5) Pavement Maintenance. Responsibility for roadway pavement maintenance belongs to UDOT for state routes, and to the local government for local routes. This includes the pavement surface on or under bridges. For at-grade intersections, UDOT is responsible for pavement maintenance through the intersection, bounded by a line extending to the point of tangency of the edge



of oil, or of the curb return if a curb exists, on the local leg. If the geometry of the approach is unusual, such as angled instead of rounded, UDOT responsibility shall extend to a point agreeable to both parties. In no case, however, shall UDOT responsibility extend beyond the right-of-way line. UDOT is responsible for pavement maintenance on ramps at interchanges on state routes.

(6) Traffic Islands. Responsibility for traffic islands belongs to UDOT for state routes, and to the local government for local routes. For at-grade intersections, UDOT is responsible for island maintenance through the intersection. Maintenance responsibility for any landscaping within traffic islands is described in R918-6-4(15).

(7) Pavement Striping and Messages. Responsibility for pavement striping and marking belongs to UDOT for state routes, and to the local government for local routes. Local jurisdiction responsibility includes stop bars and crosswalks on the local legs of unsignalized intersections. At signalized intersections, UDOT is responsible for stop bars and crosswalks on all legs, and the local government is responsible for lane lines and other markings or messages on the local legs.

(8) Highway Lighting. Responsibility for maintenance, including payment of power bills, repairs and replacement when necessary, of highway lighting is divided as follows.

(a) UDOT is responsible for:

(i) mainline interstate, interchange, and underpass lighting;

(ii) cross street underpass lighting at interchanges with on/off ramps;

(iii) sign lighting on state routes or along the interstate corridor;

(iv) traffic signals on state routes or interstate corridor off ramps;

(v) un-signalized intersection lighting at on or off ramp intersecting cross street; and

(vi) signal-attached lighting at non-traditional signalized intersections, such as Diverging Diamond Interchanges (DDI), and Single Point Urban Interchanges (SPUI).

(b) Local government is responsible for:

(i) street lighting along state routes, other than interstate;

(ii) cross street underpass lighting where no interchange on or off ramps occur;

(iii) all decorative lighting requested by the municipality or county including street, bridge, and underpass lighting; and

(iv) lighting at traditional signalized intersections along state routes.

(9) Signs. Responsibility for signs belongs to UDOT for signs facing traffic on state routes, and to the local government for signs facing traffic on local routes, with the exception that UDOT is responsible for traffic control, route marker, junction, and guide signs associated with a state route but facing traffic on a local route. For STOP and YIELD signs on the local legs of

unsignalized intersections, the local government is responsible for initial installation and non-safety critical maintenance such as minor vandalism, graffiti, or leaning, and UDOT is responsible for safety critical maintenance such as replacement of knock-downs. At signalized intersections, UDOT is responsible for signs mounted on the signal mast arm. UDOT will coordinate the installation of signs on local routes with the local agency prior to sign installation. The local government is responsible for street name signs, except those mounted on signal mast arms.

(10) Crash Cushions, Barrier, Etc. Responsibility for crash cushions, barrier, guardrail, and end treatments, belongs to UDOT for those elements protecting traffic on state routes, and to the local government for those protecting traffic on local routes.

(11) Sweeping. Responsibility for roadway sweeping belongs to UDOT for state routes, and to the local government for local routes. UDOT is responsible for sweeping on ramps at interchanges.

(12) Graffiti. Graffiti removal from structures is the responsibility of the entity having the best access to the graffiti. In general, that is the entity having jurisdiction of the road underneath the structure.

(13) Cattle Guards. UDOT provides cattle guards within the rural area of the State at all freeway access points to fully controlled access highways, either on the cross road or the entrance ramps, as necessary to meet the requirements of the particular location. Responsibility for maintenance of these cattle guards belongs to UDOT. Where cattle guards exist along partially controlled access state roads, either across a local road or a private road, responsibility for maintenance of the cattle guard belongs to the local jurisdiction or to the private property owner.

(14) Weed Control. In accordance with Section 72-3-109, responsibility for weed control and mowing behind the curb or beyond the shoulder at at-grade intersections, both signalized and unsignalized, belongs to the local government. On facilities with full control of access, UDOT will be responsible for weed control and mowing to a point that ensures adequate sight distance.

(15) Decorative Landscaping. Responsibility for maintenance of landscaping beyond the baseline described in UDOT Aesthetics Guidelines, including irrigation systems, belongs to the local jurisdiction.

(16) Drainage Facilities such as catch basins, culverts, etc. In general, storm drain systems and culverts will be maintained by the owner of the drainage facility, unless otherwise stipulated in a cooperative agreement. Catch basins and their connector pipes at intersections will be maintained by the entity having jurisdiction for the road.

#### **R918-6-5. Maintenance Responsibility at Overcrossings and at Interchanges where the State Route Crosses Over the Local Route.**

(1) UDOT is responsible for:

(a) maintenance, repairs, and replacement of all structure elements, including decks, parapets, bent caps, beams, columns,



footings, abutments, approach slabs, and slope protection;  
(b) maintenance of drains on the structure;  
(c) maintenance of retaining walls;  
(d) fence maintenance on the structure and its approaches and ramps; and  
(e) vegetation control, including mowing, along the state route, as demarcated by access control or Right-of-Way fencing.  
(2) The local jurisdiction is responsible for:  
(a) maintenance of drainage under the structure;  
(b) vegetation control, including mowing, along the local route, as demarcated by access control or Right-of-Way fencing; and  
(c) maintenance of decorative landscaping beyond the UDOT Aesthetics Guideline baseline, as described in R918-6-4(15).  
(3) If the local entity proposes a pavement treatment that would decrease vertical clearance under the structure to less than the current standard, such work shall be done in consultation with UDOT.

**R918-6-6. Maintenance Responsibility at Undercrossings and at Interchanges where the State Route Crosses Under the Local Route.**

(1) UDOT is responsible for:  
(a) major structure maintenance, including repair or replacement of parapets, bent caps, beams, columns, footings, abutments, approach slabs, and slope protection;  
(b) deck maintenance where necessary to preserve the structural integrity of the bridge such as where the rebar is exposed;  
(c) maintenance of retaining walls;  
(d) maintenance of drainage under the structure;  
(e) vegetation control, including mowing, along the state route, as demarcated by access control or Right-of-Way fencing; and  
(f) fence maintenance under the structure.  
(2) The local jurisdiction is responsible for:  
(a) minor deck and parapet maintenance which includes maintenance of the wearing surface down to the first mat of reinforcing steel, and of any bituminous surfacing above that. This maintenance should include preventive sealing as well as repair of spalls and delaminations. If UDOT performs a deck rehabilitation project involving pothole patching, waterproofing membrane and asphalt overlay, the responsibility to maintain the asphalt wearing surface would also default to the local owner upon completion of the initial installation. If the local entity proposes a deck treatment that would add static load to the structure, such work shall be done in consultation with UDOT;  
(b) maintenance of drains on the structure;  
(c) fence maintenance on the structure and its approaches;  
(d) vegetation control, including mowing, along the local route, as demarcated by access control or Right-of-Way fencing; and  
(e) maintenance of decorative landscaping beyond the UDOT Aesthetics Guideline baseline, as described in R918-6-4(15).

KEY: maintenance, intersections, interchanges, structures

Date of Enactment or Last Substantive Amendment:

Authorizing, and Implemented or Interpreted Law: 72-1-201, 72-1-208, 72-3-102, 72-3-103, 72-3-104, 72-3-109, 72-6-105.

**Utah Transportation Commission Meeting  
Agenda Item Fact Sheet**

**Commission Meeting Date:** June 8, 2012

**Agenda Item #:** 8

**Agenda Item Title:** Open and Public Meetings Act Annual Training

**Presented by:** David Benard

**Background:**

Utah Code Annotated Section 52-4-104 requires that members of public bodies be provided annual training on the requirements of the Open and Public Meetings Act. The Utah Transportation Commission is a public body and this presentation will satisfy the training requirement.

**Exhibits/Handouts:** Open and Public Meetings Act Summary of Key Provisions

**Audio/Visual:** PowerPoint Presentation

**Commission Action Requested:**

☒ For Information/Review Only

☐ For Commission Approval

Motion Needed for Approval:

**Fact sheet prepared by:** David Benard, Asst. Atty. General

**Fact sheet reviewed by senior leader:**

**Date submitted:** 5/29/2012



# Open and Public Meetings Act

## Summary of Key Provisions \*

### Purpose (Section 52-4-102)

State and local agencies exist to conduct the people's business, which must be done openly.

### Definitions (Section 52-4-103)

- **Meeting** means a convening of a public body with a quorum present to discuss, receive comment, or act on a matter under its jurisdiction or advisory power.
- **Meeting** does not mean a chance or social meeting, a meeting of a public body that has both legislative and executive responsibilities in certain circumstances, or a meeting of the State Tax Commission to consider a confidential tax matter.
- **Public Body** is any administrative, advisory, executive, or legislative body of the state or its political subdivisions that:
  - is created by constitution, statute, rule, ordinance, or resolution;
  - expends, disburses, or is supported by tax revenue; and
  - is vested with the authority to make decisions regarding the public's business.
  - A school community council established under Section 53A-1a-108 is not a public body. (H.B. 128)

2012 Amendments  
to the Open and  
Public Meetings Act

H.B. 128  
School Community  
Council Revisions

H.B. 311  
Electronic Meetings  
for Charter Schools

H.B. 491  
Midterm Vacancy  
Amendments

S.B. 66  
Alcoholic Beverage  
Control Related  
Amendments  
(effective 7/1/12)

S.B. 180  
Political Subdivision  
Ethics Amendments  
(effective 9/1/12)

### Public Notice (Section 52-4-202)

- A public body must give notice at least 24 hours before each meeting. The public notice must:
  - include the date, time, and place of the meeting;
  - include an agenda that lists topics to be considered;
  - be posted in specified places; and
  - be provided to a newspaper or local media correspondent.
- A public body may discuss a topic raised by the public that is not listed on the agenda, but may not take final action on the topic.

### Minutes and Recordings (Sections 52-4-203 and 52-4-206)

- A public body must keep written minutes and a recording of all meetings. A recording is not required for a site visit if no vote or action is taken by the public body.
- Written minutes of an open meeting must be:
  - available to the public within a reasonable time;
  - approved by the public body; and
  - considered public when prepared in a form awaiting formal approval and identified as "unapproved."
- A public body must make a recording of an open meeting available to the public within three business days.

## Closed Meetings (Sections 52-4-201, 52-4-204, and 52-4-205)

- A meeting is open to the public unless it is closed by a two-thirds vote with a quorum present at the open meeting.
- The public body must announce the reasons for the closed meeting and enter the reasons into the minutes of the open meeting.
- The public body may only hold a closed meeting for certain reasons, including:
  - discussion of a person's character, competence, or health;
  - strategy for collective bargaining;
  - pending or imminent litigation;
  - an acquisition of real property including water rights or shares;
  - discussion of security system;
  - investigation of criminal conduct;
  - specified commercial information discussed by a county legislative body;
  - certain legislative or political subdivision (S.B. 180) ethics complaint matters; or
  - fiduciary or commercial information being discussed by the Utah Higher Education Assistance Authority.
- A public body may not close a meeting to discuss filling a midterm vacancy or temporary absence or to discuss a person whose name was submitted for consideration to fill a midterm vacancy or temporary absence. (H.B. 491)



### Closed Meeting Exceptions (Sections 52-4-204)

- No vote is required to close a meeting for the Independent Legislative Ethics Commission to review an ethics complaint.
- If a public body is required to hold a closed meeting, it may do so by majority vote.
- Closed meeting provisions specifically relating to the Alcoholic Beverage Control Commission issuing a retail license were repealed. (S.B. 66)

## Emergency Meetings (Section 52-4-202)

A public body may not hold an emergency meeting unless it makes an attempt to notify all members and a majority of the members approve the meeting. A public body need not give a 24-hour notice if unforeseen circumstances require an emergency meeting and it gives the best practical notice.

## Electronic Meetings (Sections 52-4-207 and 52-4-209)

- A public body may not convene or conduct a meeting by electronic communications unless it has adopted procedures to govern them.
- A charter school board may conduct an electronic meeting that is in writing on a website under certain conditions. (H.B. 311)

## Penalties (Sections 52-4-302 and 52-4-305)

- **Open Meetings** - Any final action taken in violation of the act is voidable by a court.
- **Closed Meetings** - It is a class B misdemeanor to knowingly or intentionally violate closed meeting provisions.

*\* A public body must provide annual training to its members on the requirements of the Open & Public Meetings Act (Section 52-4-104). This summary is intended for a state legislative audience and should not be construed as exhaustively addressing requirements of the act for other public bodies. The 2012 amendments to the act are underlined.*



## UTAH OPEN & PUBLIC MEETINGS ACT

UTAH CODE ANN. §§52-4-101  
et seq.

### Declaration of Public Policy (§52-4-102)

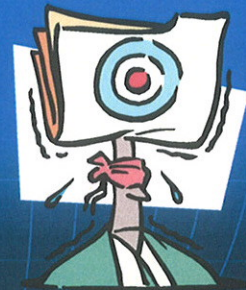
- (1) *The Legislature finds and declares* that the state, its agencies and political subdivisions exist to aid in the conduct of the people's business.
- (2) It is the intent of the Legislature that the state, its agencies and its political subdivisions: (a) *take their actions openly*; and (b) *conduct their deliberations openly*.

## UTAH OPEN & PUBLIC MEETINGS ACT

- WHAT DOES THE OPEN MEETINGS ACT DO?
  - "It requires government to take actions openly."
  - "Ensures deliberations allow for an open public process."

### Who Is Subject To This Law?

- DO I HAVE TO FOLLOW THE LAW?
- YES, if you are:
  - An administrative, advisory, executive or legislative body of the state or its subdivisions and:
    - Were created by the Utah Constitution, statute, rule, ordinance or resolution;
    - Consist of two or more persons;
    - Spends, distributes or is supported by tax money; **and**
    - Has authority to make decisions about the public's business.





## Examples

- Transportation Commission
- Motor Carrier Advisory Board
- Telecommunications Advisory Council
- Passenger Ropeway Safety Committee

## Who Is Not Subject to Open Meetings law

- Political parties, groups and caucuses
- Department committees or boards not created by statute or rule.
- Department committees or boards that only advise.



## §52-4-103(5)(a)

- WHAT IS A MEETING?
  - "Meeting" means the convening of a public body, with a **quorum** present, **including a workshop or an executive session** whether the meeting is held in person or by means of electronic communications, for the purpose of discussing, receiving comments from the public about, or acting upon a matter over which the public body has jurisdiction or advisory power."

## §52-4-103(5)(b)

- WHAT DOES "MEETING" NOT MEAN?
  - A chance meeting
  - A social meeting
  - Meeting of a public body with **both** legislative and executive responsibilities where:
    - No public funds are appropriated for expenditure
    - Meeting solely for discussion or to implement administrative/operational matters for which no formal action by the public body is required
    - Meeting solely for discussion or to implement administrative/operational matters that would not come before the body for discussion or action

## Attendance at Meetings (§ 52-4-207)

- DO I HAVE TO ATTEND MEETINGS, OR CAN IT BE HELD WITHOUT PEOPLE IN THE SAME ROOM?
  - Can meet by phone or other electronic means which allows all participants to hear or observe communications
    - Must be adopted into existing rules/ordinance
    - Notice requirements still apply
    - Public must have a means to attend or participate



## Have UDOT's public bodies adopted rules for electronic meetings?

- Transportation Commission
  - no
- Motor Carrier Advisory Board
  - no
- Telecommunications Advisory Council
  - no
- Passenger Ropeway Safety Committee
  - no

## §52-4-202 Notice Requirements

- ARE THERE ANY NOTICE REQUIREMENTS?
- Yes, notice requires all of the following:
  - Must be posted as a written notice at the place where the meeting will be held
  - Must be given to at least one local general circulation newspaper or local media correspondent
  - By posting notice to the "Utah Public Notice Website" 63F-1-701
  - At least 24 hours prior to meeting post:
    - Agenda including all action items stated with reasonable specificity
    - Date
    - Time
    - Place

## §52-4-201, 204 & 205 Closed Meetings

- CAN A MEETING BE CLOSED TO THE PUBLIC? IF SO WHEN?

- An open meeting can be closed for the following purposes:
  - Discussing an individual's character, professional competence, or physical or mental health
  - Strategy sessions to discuss collective bargaining
  - Strategy sessions to discuss pending or reasonably imminent litigation
  - Discussions regarding security personnel, devices or systems





#### - Closed Meetings (Cont.)

- An open meeting can be closed for the following purposes continued:
  - Investigative proceedings regarding allegations of criminal misconduct
  - Strategy sessions to discuss the purchase, exchange, lease or sale of real property including water rights or water shares if public discussion would disclose the appraisal/estimated value of the property under consideration; or would prevent the transaction from being completed under the best possible terms, and if
    - Public notice was given that the property would be offered for sale; and
    - The terms of the sale are publicly disclosed before the public body approves the sale.

#### Are There Any Meetings That Must Be Closed?

- NO
- The decision to close a meeting to the public is discretionary, not mandatory. The law does not require any meeting to be closed.

#### §52-4-204 Closing Meetings

- IS THERE A PROCESS TO CLOSE MEETINGS?
- YES, 52-4-204
  - A Quorum must be present.
  - Two-thirds of the members present must vote to close the meeting.
  - The body must first hold an open public meeting with proper notice before entering into the closed meeting.
  - The body must publicly disclose:
    - The vote by name of each member for or against entering into the closed meeting
    - The reasons for holding the closed meeting
    - Location of the closed meeting

#### What Is Forbidden During A Closed Meeting?

- You may not:
  - Approve any ordinance, resolution, rule, regulation, contract or appointment
  - Interview a person to fill an elected position
  - Take final action
    - Final votes must be open and on the record



## WHAT ABOUT EMERGENCIES?

§ 52-4-202

- The law allows for meetings for "emergency or urgent" matters if:
  - The best notice practicable is given
  - The minutes include a statement of the unforeseen circumstances that made the meeting necessary

## RECORDS OF OPEN MEETINGS

(§ 52-4-203)

- DO WE HAVE TO KEEP MINUTES AND/OR RECORDINGS?
- YES TO BOTH!
- Even though there is a recording, the approved written minutes will be the official record.
- Include both written minutes and recording of open meeting as public records.
- Public body shall establish and implement procedures for the public body's approval of the written minutes each meeting.

## What Are The Requirements For Keeping Minutes of Open Meetings?

- All minutes must include
  - Date/time
  - Place of meeting
  - Names of all members present or absent
- In addition, minutes of open meetings must include
  - All matters proposed, discussed or decided
  - All names and substance of information from individuals giving testimony
  - Individual votes on each matter
  - Any additional information requested by a member

## What are the Requirements For Keeping Minutes of Closed Meetings?

- Minutes of closed meetings must include
  - The names of others present at the closed meeting, unless it infringes on the purpose of the closed meeting
  - The closed meeting must be recorded and shall be complete and unedited
    - Note: There may be exceptions to this requirement see § 52-4-206(6)(a) and (b)
  - Detailed written minutes may be kept
- Minutes and/or recordings of closed meetings are not public records.

## §52-4-203(4) Minutes and Recordings of Open Meetings

- WHEN ARE THE MINUTES OF MEETINGS PUBLIC?
  - Written minutes and recordings of open meetings are public records pursuant to 63G-2-101 et seq. (GRAMA) and shall be released within a reasonable amount of time.

## CONTINUATION §52-4-203(4)

- Written minutes shall be available to the public before final approval when the minutes are only awaiting formal approval.
- The minutes released prior to final approval must be identified as "unapproved".
- The recording of a open meeting must be made available within 3 business days.

## WHAT HAPPENS IF SOMEONE VIOLATES OPMA?

- 52-4-302 52-4-305
- A court can void any action in violation of the law
  - Sometimes a violation can be "cured" by discussing and taking a public vote in a subsequent meeting
  - May have to pay court costs and attorneys fees
  - "In addition to any other penalty under this chapter, a member of a public body who intentionally violates or intentionally abets or advises a violation of the closed meeting provisions of this chapter is guilty of a class B misdemeanor." (6 mos. Jail and/or \$1,000.00 fine)

## COMMON VIOLATIONS OF OPMA

- Closing meetings without members of the body voting first in an open meeting to close the meeting
- Conducting a closed meeting for reasons other than those allowed by OPMA
- Taking official or final action in a closed meeting
- Failing to properly provide notice of a public meeting



## WHO CAN ENFORCE OPMA?

- The Attorney General
- A County Attorney
- A private citizen who is an aggrieved party
- The Courts

## HOW LONG DOES A PARTY HAVE TO PURSUE CORRECTIVE ACTION?

- 90 Days
- 30 Days if it involves, bonds, notes, or debt

## UTAH OPEN & PUBLIC MEETINGS ACT

- QUESTIONS?



# Handouts

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**Utah Transportation Commission Meeting  
Agenda Fact Sheet**

**Meeting Date:** June 8, 2012

**Agenda Item:** 6A-5

**Subject:** SR-14; Landslide Emergency Repair – Funding Adjustment

**Background:**

In May 2012, Region Four received approval to add an additional \$1.5M to the SR-14 Landslide Repair project to repair an unexpected slope failure that occurred after construction of the MP 7.5 slide was completed.

In mid May, additional surface movement occurred towards the west of the MP 7.5 slide in previously undisturbed ground. Additional construction is needed to stabilize the MP 7.5 slide area as shown in the attached drawing.

This project is currently funded at \$15,527,547, using a combination of Emergency Relief (ER) funding, Federal STP funding and State funds.

This request is to add an additional \$2.5M to this project to deal with right of way and construction of this section of SR-14 using the construction approach discussed on the tour during the May Commission meeting.

UDOT has applied for additional ER and Public Lands discretionary funding and is currently seeking approval of these requests from FHWA, but an announcement of these has not been released.

The request is to transfer \$2.5M of unobligated ER funding from the projects as detailed in the attached spreadsheet to the SR-14 Slide, with a commitment to fund \$1.2M and \$830K to the local projects, Old Snow Basin Road and Brown's Canyon Park Road respectively.

**Exhibits:**   Emergency Funding Exhibit  
                  SR-14 Slide Photos  
                  ER Funded Project List

**Commission Action Requested:**

Approval to transfer \$2.5M of unobligated ER funding from the projects as detailed to the SR-14 Slide, with a commitment to fund \$1.2M & \$830K to the local projects Old Snow Basin Road and Brown's Canyon Park Road respectively

**Prepared by:** Rick Torgerson  
**Presented by:** Bill Lawrence

**Reviewed By:** Bill Lawrence  
**Date:** 06/05/2012





## MP 7.5 Slide Location

- Original Construction
- May 2012 Funding Request
- June 2012 Funding Request











Region	County	Route	Location	Allocation Amount	FMIS Code	Fund FY	Allocation Amount	FMIS Code	Fund FY	Allocation Amount
UT11-2, March - May 2011 Flooding	Wasatch	SR-35	MP 14-14.5	\$ 1,327,683.00	09VE	2012	\$	09VE	2012	\$ 1,327,683.00
UT11-2, March - May 2011 Flooding	Duchesne	Sr-35	MP 58.5							
UT11-2, March - May 2011 Flooding	Duchesne	SR-87	MP 17							
UT11-2, March - May 2011 Flooding	Iron	SR-14*	MP 8							
UT11-2, March - May 2011 Flooding	Weber	3468	Old Snow Basin Road Upper							
UT11-2, March - May 2011 Flooding	Daggett	1364	Brown's Canyon Park Road							
				\$ 11,626,964.00	ER80	2012	\$	ER80	2012	\$ 11,626,964.00
				\$ 12,954,647.00			\$			\$ 12,954,647.00

Region	County	Route	Location	Description of Work	Total Cost	Commission ER Funding Approved	Commission
3	Wasatch	SR-35	MP 14-14.5	Slide mitigation	\$ 120,000.00	\$ 100,000.00	Request 6-8-2012
3	Duchesne	Sr-35	MP 58.5	Duchesne River Bridge Erosion Control	\$ 450,000.00	\$ 380,000.00	Transfer funding to SR-14
3	Duchesne	SR-87	MP 17	Lake Fork River Bridge Erosion Control	\$ 355,000.00	\$ 350,000.00	Transfer funding to SR-14
4	Iron	SR-14*	MP 8	Slide mitigation (Second Slide)	\$ 14,100,000.00	\$ 11,594,647.00	Funding tranfered to this project
1	Weber	3468	Old Snow Basin Road Upper	Weber County: Embankment Failure - Four locations	\$ 1,320,215.33	\$ 1,200,000.00	Transfer funding to SR-14
3	Daggett	1364	Brown's Canyon Park Road	Daggett County: Slide Mitigation, Drainage Improvement	\$ 900,000.00	\$ 830,000.00	Transfer funding to SR-14
					\$ 17,245,215.33	\$ 14,454,647.00	
						\$ 1,500,000.00	

\* Other funding type on the project, to convert to ER if FHWA awards additional request

12,954,647.00 Total Federal ER Funding Available UT11-2